

AMENDMENTS TO THE CLAIMS

1-20. (Cancelled)

21. (Currently Amended) A swingarm suspension system for a vehicle comprising:
a swingarm having one end swingably attached to a pivot shaft provided on a vehicle body side and a vehicle wheel attached to another end;
a shock absorber having a lower end attached to a lower part of the swingarm;
a first link rotatably attached to an upper end of the shock absorber and an upper part of the swingarm; and
a second link rotatably attached to part of the vehicle body side lower down than the pivot shaft and the first link;
wherein an angle formed by a first axis, connecting respective centers of a rotational shaft of the first link and the swing arm and a rotational shaft of the first link and the second link, and a second axis, connecting respective centers of a rotational shaft of the first link and the second link and a rotational shaft of the second link and the vehicle body side, is set so as to pass through 90° while the shock absorber reaches from a maximum extension position to a maximum compression position, and
wherein the rotational shaft connecting ~~respective centers of~~ the first and second links is provided at a position overlapping the swingarm as viewed from a side of the vehicle, when the shock absorber is at a maximum compression position.

22. (Previously Presented) A swingarm suspension system for a vehicle comprising:
a swingarm having one end swingably attached to a pivot shaft provided on a vehicle body side and a vehicle wheel attached to another end;
a shock absorber having a lower end attached to a lower part of the swingarm;
a first link rotatably attached to an upper end of the shock absorber and an upper part of the swingarm; and
a second link rotatably attached to part of the vehicle body side lower down than the pivot shaft and the first link;

wherein an angle formed by a first axis, connecting respective centers of a rotational shaft of the first link and the swing arm and a rotational shaft of the first link and the second link, and a second axis, connecting respective centers of a rotational shaft of the first link and the second link and a rotational shaft of the second link and the vehicle body side, is set so as to pass through 90° while the shock absorber reaches from a maximum extension position to a maximum compression position, and

wherein the first and second links are provided in front of the shock absorber.